

<u>No:</u>	BH2016/06262	<u>Ward:</u>	Patcham Ward
<u>App Type:</u>	Full Planning		
<u>Address:</u>	9 Sunnydale Avenue, Patcham, Brighton		
<u>Proposal:</u>	Demolition of existing bungalow (C3) and erection of 2no four bedroom residential dwellings (C3) with vehicle crossover.		
<u>Officer:</u>	Andrew Huntley, tel: 292106	<u>Valid Date:</u>	05.12.2016
<u>Con Area:</u>	N/A	<u>Expiry Date:</u>	30.01.2017
		<u>EoT/PPA Date</u>	
<u>Listed Building Grade:</u>	N/A		
<u>Agent:</u>	ECE Architecture Limited, Brooklyn Chambers, 11 Goring Road, Worthing, BN12 4AP		
<u>Applicant:</u>	Silverhaus Ltd, Mr Will Brandt, 41 Brooker Street, Hove, BN3 3YX		

1. RECOMMENDATION

- 1.1 That the Committee has taken into consideration and agrees with the reasons for the recommendation set out below and resolves to **GRANT** planning permission subject to the following Conditions and Informatives:

Conditions:

1. The development hereby permitted shall be carried out in accordance with the approved drawings listed below.

Reason: For the avoidance of doubt and in the interests of proper planning.

Plan Type	Reference	Version	Date Received
Site Location Plan	6395		05 December 2016
Block & Site Plan	6395-01	C	07 December 2016
Existing Topographical Survey	16086-02-T-E	A	28 November 2016
Existing Elevations	16080-02-E-GA		28 November 2016
Proposed Floor Plans	6395-02	A	28 November 2016
Proposed Sections	6395-03	B	28 November 2016
Proposed Sections	6395-04	B	28 November 2016
Proposed Street Elevation	6395-05	B	28 November 2016
Proposed Elevations	6395-06	B	28 November 2016
Proposed Elevations	6395-07	C	28 November 2016
Proposed Floor Plans	6395-08		28 November 2016

- 2 The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: To ensure that the Local Planning Authority retains the right to review unimplemented permissions.

- 3 No development above ground floor slab level of any part of the development hereby permitted shall take place until samples of the materials to be used in the construction of the external surfaces of the buildings and hard surfaced areas hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
Reason: To ensure a satisfactory appearance to the development and to comply with policy CP12 of the Brighton and Hove City Plan Part One.
- 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extension, enlargement, alteration or provision within the curtilage of the dwellings, as provided for within Schedule 2, Part 1, Classes A-E, other than those expressly authorised by this permission, shall be carried out within the curtilage of any dwelling house.
Reason: The Local Planning Authority considers that further development could cause detriment to the amenities of the occupiers of nearby properties and to the character of the area and for this reason would wish to control any future development to comply with policy QD14 and QD27 of the Brighton & Hove Local Plan.
- 5 Prior to first occupation of the development hereby permitted, pedestrian crossing improvements (dropped kerbs with paving and tactile paving if appropriate) shall have been installed at the junction of and across Dale Drive with Carden Avenue.
Reason: To ensure that suitable footway provision is provided to and from the development and to comply with policies TR7, TR11 and TR12 of the Brighton & Hove Local Plan & CP9 of the Brighton and Hove City Plan Part One.
- 6 The new/extended crossovers and accesses shall be constructed prior to the first occupation of the development hereby permitted.
Reason: In the interests of highway safety and to comply with policies TR1 and TR7 of the Brighton & Hove Local Plan.
- 7 The parking areas shown on the approved plans shall be completed prior to the first occupation of the development and retained for that use for the occupants and visitors of the development thereafter.
Reason: To ensure that adequate parking provision is retained and to comply with policy CP9 of the Brighton and Hove City Plan Part One.
- 8 Prior to first occupation of the development hereby permitted, details of secure cycle parking facilities for the occupants of, and visitors to, the development shall have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development and shall thereafter be retained for use at all times.
Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles and to comply with policy TR14 of the Brighton & Hove Local Plan.

- 9 The first floor windows in the northern and southern elevations of the development hereby permitted shall not be glazed otherwise than with obscured glass and thereafter permanently retained as such.
Reason: To safeguard the privacy of the occupiers of the adjoining property and to comply with policies QD14 and QD27 of the Brighton & Hove Local Plan.
- 10 The dwellings hereby approved shall be completed in accordance with the Building Regulations Optional Requirement M4(2) (accessible and adaptable dwellings) prior to the first occupation and shall be retained as such thereafter. Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice or Initial Notice to enable building control body to check compliance.
Reason: To ensure satisfactory provision of homes for people with disabilities and to meet the changing needs of households and to comply with policy HO13 of the Brighton & Hove Local Plan.
- 11 None of the residential units hereby approved shall be occupied until each residential unit built has achieved an energy efficiency standard of a minimum of 19% CO2 improvement over Building Regulations requirements Part L 2013 (TER Baseline).
Reason: To ensure that the development is sustainable and makes efficient use of energy to comply with policy CP8 of the Brighton & Hove City Plan Part One.
- 12 None of the residential units hereby approved shall be occupied until each residential unit has achieved a water efficiency standard using not more than 11 litres per person per day maximum indoor water consumption.
Reason: To ensure that the development is sustainable and makes efficient use of water to comply with policy CP8 of the Brighton & Hove City Plan Part One.
- 13 Prior to the first occupation of the development hereby approved, a detailed plan showing the position, height, design, materials and type of all existing and proposed boundary treatments shall have been submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be provided prior to the first occupation of the development as approved and retained in such a condition thereafter.
Reason: To enhance the appearance of the development in the interest of the visual and residential amenities of the area and to comply with policies QD15 and QD27 of the Brighton & Hove Local Plan and CP12 of the Brighton & Hove City Plan Part One.
- 14 Prior to the first occupation of the dwellings hereby permitted, a soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: planting plans, written specifications (including cultivation and other operations associated with tree, shrub, hedge or grass establishment), schedules of plants (noting numbers, densities and implementation programme and extensive replacement tree planting. It shall also include a scheme to enhance the nature conservation interest of the site, to accord with the standards described in Annex 7 of Supplementary Planning Document 11: Nature Conservation and Development.

The landscaping scheme shall be carried out strictly in accordance with the agreed details and shall be carried out within the first planting season after the first occupation of the development. The landscaping shall be maintained to the satisfaction of the Local Planning Authority for a period of 5 years after planting, such maintenance to include the replacement of any trees and shrubs that die or have otherwise become, in the opinion of the Local Planning Authority, seriously damaged or defective. Such replacements to be of a similar species and size as those originally planted.

Reason: To enhance the appearance of the development in the interest of the visual amenities of the area and to comply with policies QD15 of the Brighton & Hove Local Plan and CP12 of the Brighton & Hove City Plan Part One and SPD11: Nature Conservation and Development.

- 15 The development hereby approved shall not be first occupied until the refuse and recycling storage facilities indicated on the approved plans have been fully implemented and made available for use. They shall be retained as approved and for that use thereafter.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling and to comply with policy QD27 of the Brighton & Hove Local Plan.

Informatives:

- 1 In accordance with the National Planning Policy Framework and Policy SS1 of the Brighton & Hove City Plan Part One the approach to making a decision on this planning application has been to apply the presumption in favour of sustainable development. The Local Planning Authority seeks to approve planning applications which are for sustainable development where possible.
- 2 The planning permission granted includes an obligation upon the applicant to carry out small scale footway improvements on the adopted (public) highway that is owned by the Highway Authority (in this case Brighton & Hove City Council). Previously the applicant would have been conditioned to enter into a bespoke legal agreement and pay a contribution towards these works being carried out for the benefit of the development but to amongst other reasons reduce the costs of these works for all parties concerned the council is now obligating the applicant to carry out these works. The applicant or their representative is advised to contact the Council's Streetworks team (permit.admin@brighton-hove.gov.uk 01273 293366) who will provide information and if approved, a licence (instead of a bespoke legal agreement) for what can be done, when & where, who will be permitted to carry out the works, possible contractor contact details, design advice, material advice and will check that the footway improvements are built satisfactorily. The emphasis where possible is on minimising what needs to be done to build a satisfactory footway improvement for the benefit of the applicant, future occupants and visitors of the site and the community as a whole, and in particular the mobility and visually impaired of those respective groups. Finally be advised that the applicant or their representative must obtain all necessary highway approval from the Highway Authority prior to any works commencing on the adopted (public) highway to satisfy the law and requirements of condition 5.

- 3 The planning permission granted includes a vehicle crossover which requires alterations and amendments to areas of the public highway. All necessary costs including any necessary amendments to a Traffic Regulation Order (TRO), the appropriate license and application fees for the crossing and any costs associated with the movement of any existing street furniture will have to be funded by the applicant. Although these works are approved in principle by the Highway Authority, no permission is hereby granted to carry out these works until all necessary and appropriate design details have been submitted and agreed. The crossover is required to be constructed under licence from the Head of Asset and Network Management. The applicant must contact the Streetworks Team (01273 293 366) prior to any works commencing on the public highway.
- 4 The applicant is advised that accredited energy assessors are those licensed under accreditation schemes approved by the Secretary of State (see Gov.uk website); two bodies currently operate in England: National Energy Services Ltd; and Northgate Public Services. The production of this information is a requirement under Part L1A 2013, paragraph 2.13.
- 5 The water efficiency standard required under condition 12 is the 'optional requirement' detailed in Building Regulations Part G Approved Document (AD) Building Regulations (2015), at Appendix A paragraph A1. The applicant is advised this standard can be achieved through either: (a) using the 'fittings approach' where water fittings are installed as per the table at 2.2, page 7, with a maximum specification of 4/2.6 litre dual flush WC; 8L/min shower, 17L bath, 5L/min basin taps, 6L/min sink taps, 1.25L/place setting dishwasher, 8.17 L/kg washing machine; or (b) using the water efficiency calculation methodology detailed in the AD Part G Appendix A.
- 6 The applicant is advised that advice regarding permeable and porous hard surfaces can be found in the Department of Communities and Local Government document 'Guidance on the permeable surfacing of front gardens' which can be accessed on the DCLG website (www.communities.gov.uk).

2. SITE LOCATION & APPLICATION DESCRIPTION

- 2.1 The application site is located on the western side of Sunnysdale Avenue and presently consists of a detached bungalow with an attached flat roofed garage. The area is residential in character with a mix of property types and styles. The land slopes down significantly north to south.
- 2.2 Planning permission is sought for the demolition of the existing bungalow and the erection of 2 no. two storey dwellings, associated parking and landscaping. The development comprises a pair of semi-detached 4 bedroom dwellings to be situated where the bungalow presently sits.
- 2.3 The pair of semi-detached properties would each measure 6.5m wide (a total width of 12.9m), 17m deep x 5.8m to eaves level. The ridge height would be 8.45m in height. Internally, each property would comprise a living room, family

room, kitchen diner, utility and a w/c to the ground floor and four bedrooms and a bathroom at first floor level.

- 2.4 The proposed layout provides for 2 no. allocated parking spaces located to the front of each dwelling and a private rear garden totalling 170m².

3. RELEVANT HISTORY

- 3.1 None.

4. REPRESENTATIONS

- 4.1 **Neighbours: Five (5)** letters of representation have been received objecting to the application for the following reasons:

- Concerns as to how it will affect parking in the street and that there needs to be enough of street parking for at least 4 cars.
- The possibility of more cars will make the drive opposite inaccessible.
- The disturbance caused by the demolition and rebuilding.
- The proposal is near a dangerous corner, where there have been many accidents, especially in icy weather.
- There will potentially be at least double the number of cars at the site. This increase in vehicles on the drive and roadway will be a danger to a popular school route.
- The external appearance will differ from other properties around the site and the proposal is out of character and far too cramped.
- The size of the new buildings are not appropriate. The original property is a double fronted bay window 2/3 bedroom bungalow. The proposed construction will turn the site into modern two units containing 8 bedrooms.
- At present an eye level roof sloping on all 4 sides will be replaced by a solid 2 storey wall along the length of the proposed property which is longer than the existing single storey bungalow.
- Loss of light and privacy as the building will overshadow the south side of the adjoining property and part of the garden, including loss of light from the south facing hallway and cloakroom.
- The proposal is a development to make money rather than enhance the neighbourhood.

5. CONSULTATIONS

- 5.1 **Environmental Health:** No objection

- 5.2 **Sustainable Transport:** No objection

- 5.3 The applicant is proposing changes to pedestrian access arrangements onto the adopted (public) highway and for this development this is deemed acceptable.

- 5.4 Sustainable Transport requests that it is about installing dropped kerbs with paving and tactile paving if appropriate at the junction of and across Dale Drive with Carden Avenue. This is to improve access to and from the site to the

various land uses in the vicinity of the site, for example education, employment, shops, postal services, leisure, medical, other dwellings in the wider community and transport in general and at least the community south west of Carden Avenue via the pedestrian crossing point across Carden Avenue that already has dropped kerbs, islands and ramp up and across the verge in particular that we know of at this point in time.

5.5 *Cycle Parking*

SPD14 states that a minimum of 1 cycle parking space is required for every residential unit with up to 2 beds and 2 for 3 plus beds and 1 space per 3 units for visitors after 4 units. For this development of 2 residential units with 4 beds the minimum cycle parking standard is 4 cycle parking spaces in total (4 for residential units and 0 visitor spaces). The applicant does not appear to have offered to install any cycle parking spaces in their supporting evidence therefore cycle parking is requested by condition.

5.6 *Disabled Parking*

The site is outside of a controlled parking zone so there is free on-street parking available. There are also opportunities, if somewhat limited, in the form of free on-street disabled parking bays in the vicinity of the site for disabled residents and visitors to park when visiting the site by car. Blue Badge holders are also able to park, where it is safe to do so, on double yellow lines for up to 3 hours in the vicinity of the site. Therefore in this instance the Highway Authority would not consider the lack of dedicated, for sole use only on-site disabled car parking to be a reason for refusal

5.7 *Servicing & Deliveries (including goods & people pick up / drop off)*

The applicant is not proposing any significant alteration to their current servicing and delivery arrangements to this site and for this development this is deemed acceptable.

5.8 *Vehicular Access*

The applicant is proposing changes to the existing vehicle access arrangements onto the adopted (public) highway and for this development this is deemed acceptable. Therefore it is requested that the New/extended crossover condition and informative be attached to any permission granted. It is also noted that where the applicant proposes to install the vehicle crossover there is an existing gully and as part of the new crossover works the applicant might also have to pay for this to be moved up the hill to reduce the risk of the crossover and site being flooded, the gully being damaged and to minimise the inconvenience to the occupants of the site when the gully is cleaned and maintained.

5.9 *Car Parking*

SPD14 states that the maximum car parking standard for 3 plus bedroom dwellings within the Outer Area is 1 space per dwelling plus 1 space per 2 dwellings for visitors. The applicant is proposing 4 car parking spaces for each 4 bedroom property within the Outer Area. For this development of 2 residential units the maximum car parking standard is 3 spaces (1 per unit and 1 visitor space).

- 5.10 Therefore the proposed level of car parking (four spaces) is not in line with the maximum standards however this is a distributor road into an estate that the Highway Authority for accessibility reasons wishes to minimise the need for on-street parking therefore 4 car parking spaces is deemed acceptable in this case.
- 5.11 *Trip Generation – Vehicles and Highway Impact*
There is not forecast to be a significant increase in vehicle trip generation as a result of these proposals therefore any impact on carriageways will be minimal and within their capacity so the application is deemed acceptable and developer contributions for carriageway related improvements will not be sought.
- 5.12 *Trip Generation – Pedestrians and Developer Obligation (Grampian Condition)*
It is likely that the increase in dwellings will also result in an increase in pedestrian and mobility and visually impaired trip generation. In order to ensure that the proposed development provides for the transport demand it generates and the needs of pedestrians and the mobility and visually impaired, the following developer obligation is requested by way of a Developer Contribution (Grampian Condition) and a Developer Contribution (Grampian Condition) Informative in accordance with policies TR7, TR11 and TR12 of the Brighton & Hove Local Plan and CP9 of the City Plan Part One.
- 5.13 Pedestrian crossing improvements (dropped kerbs with paving and tactile paving if appropriate) are requested at the junction of and across Dale Drive with Carden Avenue. This is to improve access to and from the site to the various land uses in the vicinity of the site, for example education, employment, shops, postal services, leisure, medical, other dwellings in the wider community and transport in general and at least the community south west of Carden Avenue via the pedestrian crossing point across Carden Avenue that already has dropped kerbs, islands and ramp up and across the verge in particular that we know of at this point in time.

6. MATERIAL CONSIDERATIONS

- 6.1 In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the policies and proposals in the National Planning Policy Framework, the Development Plan, and all other material planning considerations identified in the "Considerations and Assessment" section of the report
- 6.2 The development plan is:
- Brighton & Hove City Plan Part One (adopted March 2016)
 - Brighton & Hove Local Plan 2005 (retained policies March 2016);
 - East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (Adopted February 2013);
 - The East Sussex, South Downs and Brighton & Hove Waste and Minerals Sites Plan (adopted February 2017);

- 6.3 Due weight has been given to the relevant retained policies in the Brighton & Hove Local Plan 2005 according to their degree of consistency with the NPPF.

7. POLICIES

The National Planning Policy Framework (NPPF)

Brighton & Hove City Plan Part One

- SS1 Presumption in Favour of Sustainable Development
- CP1 Housing delivery
- CP8 Sustainable buildings
- CP9 Sustainable transport
- CP10 Biodiversity
- CP12 Urban design
- CP13 Public streets and spaces
- CP14 Housing density
- CP18 Healthy city
- CP19 Housing mix

Brighton & Hove Local Plan (retained policies March 2016):

- TR7 Safe Development
- TR12 Helping the independent movement of children
- TR14 Cycle access and parking
- SU9 Pollution and nuisance control
- SU10 Noise Nuisance
- QD5 Design - street frontages
- QD15 Landscape design
- QD27 Protection of amenity
- HO5 Provision of private amenity space in residential development
- HO13 Accessible housing and lifetime homes

Supplementary Planning Documents:

- SPD03 Construction & Demolition Waste
- SPD11 Nature Conservation & Development
- SPD14 Parking Standards

8. CONSIDERATIONS & ASSESSMENT

- 8.1 The main considerations in the determination of this application relate to the principle of the development, the visual impact of the development to the wider street scene, the standard of accommodation provided and any potential impact to the amenities of neighbouring properties, in addition to transport and sustainability issues.

8.2 Principle of Development:

The City Plan Part 1 Inspector's Report was received February 2016. This supports a housing provision target of 13,200 new homes for the city to 2030. It is against this housing requirement that the five year housing land supply position is assessed following the adoption of the Plan on the 24th March 2016. The City Plan Inspector indicates support for the Council's approach to assessing the 5 year housing land supply and has found the Plan sound in this

respect. The five year housing land supply position will be updated on an annual basis.

- 8.3 The application site occupies that of No. 9 Sunnydale Avenue and as such is in residential use. The residential re-development of an existing residential site is acceptable in principle. However, the specific impacts of such proposals must however be carefully considered as to whether the development is appropriate and whether any material harm would be caused.
- 8.4 Chapters 12 (Urban Design), 14 (Housing density) and 19 (Housing mix) of the City Plan set out aims to secure a high standard of design and development which pays respects to site constraints and the character of the area surrounding the site.
- 8.5 Applications for new housing development need to be considered against paragraphs 14 and 49 of the NPPF. These paragraphs set out a general presumption in favour of sustainable development unless any adverse impacts of development would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole. The merits of the proposal are considered below.
- 8.6 **Design and Appearance:**
While the surrounding streets have fairly uniform plot sizes and design appearances, Sunnydale Avenue has a more varied form and design character with bungalows, chalets bungalows and two storey semi-detached and detached properties with differing design palettes. No. 9 Sunnydale Avenue has one of the larger plots along the bottom half of Sunnydale Avenue with a width of over 14m and a depth of around 46m. This plot is similar if not larger than adjacent plots with pairs of semi-detached dwellings on them.
- 8.7 Therefore, it is considered that the application plot would not appear out of character within the wider context and pattern of development in the immediate area. The proposed dwellings would not appear overly cramped by reason of its plot coverage in relation to its surroundings.
- 8.8 The design of the semi-detached dwellings follows a contemporary and modern approach with multi-stock facing brick at ground floor and the first floor finished in an off-white render. This part of Sunnydale Avenue has a range of housing types with varying designs and use of differing materials. The proposed contemporary style would add to this existing mix and would complement the existing vernacular.
- 8.9 Overall the proposal is considered to have an acceptable impact on the appearance and character of the site and the wider surrounding area and is in accordance with development plan policies.
- 8.10 **Impact on Amenity:**
Policy QD27 of the Brighton & Hove Local Plan states that planning permission for any development or change of use will not be granted where it would cause material nuisance and loss of amenity to the proposed, existing and/or adjacent

users, residents, occupiers or where it is liable to be detrimental to human health.

- 8.11 The proposed development would increase the activity associated with the site; a detached bungalow replaced with two large dwellings would lead to increased comings and goings. Private vehicles owned by residents and visitors could be parked on the road.
- 8.12 It is considered that the increased activity and parking which the proposed development could cause would not be likely to cause significant harm to neighbouring amenity. Such activity and parking is typical of a residential area, and whilst there may be some negative issues associated with on-street parking it does not appear that there is a particular problem in the locality which would warrant the refusal of the current application.
- 8.13 While the two-storey properties would have a limited impact on overlooking and the perception of overlooking from the existing situation, this is not considered detrimental or one that would warrant a reason for refusal. The rear windows at first floor level serve two bedrooms for each property. While there would be oblique views into the rear gardens of neighbouring properties, this impact is considered not to be detrimental to an extent, which would warrant the refusal of planning permission. The side windows are shown on the plans as obscurely glazed. It is considered that this sufficiently mitigates any overlooking and the perception of overlooking in this instance.
- 8.14 Nor is it considered that the proposal would have a detrimental impact on sunlight/daylight or appear overbearing to 7 and 11 Sunnydale Avenue, which are either side of the application site.
- 8.15 It is acknowledged that the proposal would introduce significantly greater bulk close to the boundary with number 7 Sunnydale Avenue and that this property is sited significantly lower than the application site due to the steepness of Sunnydale Avenue. However, No. 7 has recently built a 4.5m deep, two storey rear extension and all of the windows on its northern elevation serve non-habitable rooms. The two-storey element of this proposal only extends approximately 1m beyond the existing extension. As such, it is considered that the proposal would not have an overbearing impact on No. 7 Sunnydale Avenue.
- 8.16 The proposed dwelling nearest to Number 11 Sunnydale Avenue would be sited almost 3m lower, which helps limit the impact of the proposed scheme. An important guideline when assessing the acceptability of proposed extensions is whether the development would cut a line drawn at 45 degrees (both horizontally and vertically) drawn from the mid-point on the nearest ground floor window of a habitable room on a neighbouring residential property. While the proposal would result in some loss of sunlight/daylight to Number 11, it would impact on non-habitable rooms (w/c and hallway) and a relatively modest section of the garden.

8.17 Therefore, the proposed development scheme would have an acceptable impact on the residential amenity currently enjoyed by the occupiers of the neighbouring properties.

8.18 Sustainable Transport:

City Plan Part One policy CP9 sets out the Council's approach to sustainable transport and seeks, generally to further the use of sustainable forms of transport to reduce the impact of traffic and congestion and in the interests of health to increase physical activity.

8.19 The comments from the Highway Authority are noted, in that there is no objection to the development subject to conditions in regard to car parking and cycle storage, which are considered reasonable and necessary as well as contributions to drop kerbs and to enhance the crossover at Dale Drive/Carden Avenue. As such, there are no objections raised on transport grounds.

8.20 Standard of Accommodation:

The requirement to meet Lifetime Homes has now been superseded by the accessibility and wheelchair housing standards within the national Optional Technical Standards. Step-free access to the dwelling is achievable therefore in the event permission is granted conditions can be attached to ensure the development complies with Requirement M4(2) of the optional requirements in Part M of the Building Regulations.

8.21 The dwellings would have a floor area of approximately 150m². The Nationally described space standards recommend that a four bed dwelling spaced across two storeys should be a minimum size of 106m².

8.22 Policy HO5 requires the provision of private outdoor amenity space for residential development. Due to the size of the plot, adequate amenity space would be provided to meet the requirements of policy HO5.

8.23 Sustainability:

City Plan Part One policy CP8 requires new residential development to demonstrate efficiency in the use of water and energy, setting standards that mirror the national technical standard for water and energy consumption. Conditions are applied to ensure the development meets these standards as set out in policy CP8.

8.24 Other Considerations:

No detailed landscaping plan has been submitted with the application. However, it is considered that this information can be secured by a suitably worded condition.

9 CONCLUSION

9.1 The proposed development would cause no undue loss of light or privacy to adjacent occupiers, would be of an appropriate design and materials to ensure that it would integrate satisfactorily with the wider area. The units would achieve acceptable levels of living conditions for the future occupiers in relation to levels

of natural light and ventilation and amenity space. Subject to conditions, the proposal would have an acceptable impact on sustainability objectives and cause no detrimental impact on highway safety. Therefore, the proposal is considered to be in accordance with development plan policies.

10. EQUALITIES

- 10.1 The development is required to comply with Part M of the Building Regulations and conditions are proposed which will ensure compliance with lifetime homes standards.

